

AVIATION

The Oldest American Aeronautical Magazine

APRIL 19, 1926

Issued Weekly

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A Mexican Air Force Plane Flying Over Durango City, Mexico

VOLUME
XX

SPECIAL FEATURES

NUMBER
16

TRAVELING IN COLOMBIA BY AIR
BENDING MOMENTS OBTAINED ANALYTICALLY
ARCTIC EXPEDITIONS

GARDNER PUBLISHING CO., Inc.
HIGHLAND, N. Y.
225 FOURTH AVENUE, NEW YORK

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PROGRAM
THURSDAY, APRIL 29th

- MORNING:**
1—Exhibition of all types military and commercial planes
(All Day)
2—10:00 Parachute jump, airplane races; participated in
by some of the best pilots in the country.
3—Demonstration of various stunt airplanes, etc.

- AFTERNOON**
1—Parachute jump and stunt flying.
2—Demonstration of stunt flying, group formation.
3—Race of the National Balloon Races (about 3:00 o'clock).
(The season of this race begins in America. Year
for the International Races is to be held in Belgium, May 30,
1926.)

FRIDAY, APRIL 30th

- MORNING:**
1—Exhibition of airplanes, motor and accessories (All Day)
2—Stunt flying, parachute jumping, demonstrations, etc.
3—1926 National Giant airplane race.
(These races will be limited to National Giant Planes and
pilots. Each squadron will participate with three planes
making a total of twelve planes for the race.)

- AFTERNOON:**
1—Stunt flying, parachute jumping, demonstrations, etc.
2—3:30 Commenced airplane races limited to planes with
motors not in excess 100 hp.
3—3:30 Free for all airplane race for all sized planes and
motors, both commercial and military.

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Plan Flying in Adventure, Please Read AVIATION

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Vol XX

APRIL 19, 1926

No 16

8,000,000 Miles Flown in 1925

THREE FIGURES compiled by AVIATION in the course of commercial flying done in this country are of extreme significance. For years it has been assumed that there was no commercial aviation in Spain or, in the United States. As a result, a genuine mental attitude has been created, not only in the minds of the public at large and the government but even in the opinions of those closely connected with the aircraft industry.

Concentrated attention has been focused on the development of air transportation such as roads in Europe, and progress in this direction is most important and valuable and has received the consideration of many of the ablest men in the industry. In the meantime, however, a very significant form of commercial flying has been developed in this country which has practically been ignored by many of those who have correctly set themselves to the task of helping to create aviation in the United States.

While it is easy enough to predict in commercial aviation a vast amount of air transportation, the importance of the extensive aerial service flying which has already been done, cannot be overlooked. In the planning of airports, in the legislation concerning flying and in the correlation between airlines and military flying, great consideration should be given to aerial service. If the men guiding the development of aviation ignore the aerial service they are ignoring one of the most vital phases of their work.

This service, which AVIATION has received from pilots of the flying done during 1925, was total almost 8,000,000 miles. This flying has been carried out absolutely without accident or governmental restriction of any kind. And, while air transport is of vital importance, aerial service problems require the close attention of all concerned.

London-Cape Town-London

ONE OF the most significant long distance flights of recent days is that which has been successfully terminated by the British pilot Alan J. Cobham, who flies in a single-engine airplane from London to Cape Town in South Africa and back. Not only does the flight reflect great credit upon the proficiency and determination of the pilot himself and his mechanics, who studied the course so fully, but the flight is done in a very marked degree the unaided possibilities of the modern airplane and aircraft engine. Not only was the flight made without the aid of extensive ground organization or equipment but the airplane used was by no means a plane especially designed for such an undertaking, being, as it was the standard DH-50 commercial color which has been used on the London-Continental airway.

One of the most notable contributions to be drawn from the successful termination of the flight is the fact that a normal well designed commercial airplane, equipped with a normal

engine, can be employed satisfactorily both in the extreme cold and in the baking tropics of central Africa. It has been reported that while the weather was excellent in the vicinity of the European Alps, in parts of Africa the temperature was so high that touching the wings of the plane would have meant burning one's fingers.

With present interest in strongly studying the behavior of the air-cooled type of engine, it is of first importance to note that the engine with which the DH-50 was fitted was of this type and that no trouble was experienced from overheating during the entire African section of the flight. The performance is even more significant since engines of the same class are shortly to be put through equally severe and distressing trials in the Arctic. With the Wright Wheland engine being used so successfully by the Arctic expedition this time, there would seem every likelihood of some valuable information, concerning the behavior of the air-cooled engine under adverse conditions, dramatically opposite from those experienced by Cobham in the tropics. Apart from the restricted value which the London-Cape Town-London flight has proved from the standpoint of the future development of world airways, there are the technical lessons which will prove of very great importance and will be suggested shortly by the experiences and the lessons to be learnt from the flying operations in the extreme frigid zones of the Arctic.

On Good Pilots

ALMOST ANY one can learn how to fly. The old idea that a pilot was a super man has passed into disrepute, but this does not mean there is not a difference between pilots. There is one place where the one is from there cannot afford to be anywhere and that is in respect to their pilots. As demonstrated by the Air Mail, a good pilot can "get through" with an obsolete type of plane when a poor pilot would crash even the best of equipment. Good modern equipment is essential if we are here to pay dividends but good pilots are more essential than anything else for all operations.

The qualities which make a man successful in other occupations are more familiar and more obvious than those which make a successful pilot. A good pilot is an iron man, a good business man and is just as valuable in the cockpit as in which he works. Some men have an extraordinary aptitude for flying, while others have acquired the ability to most successfully through long experience. Some men, though not extraordinary flyers, have an ability to "get away" out of the way of an emergency. There are no tests that can show a pilot's working ability, his performance is the only thing which counts. The very best is more good for the air line. Maintenance of schedule is of vital importance and the pilot who can fly through dark weather or land his plane under circumstances where a poor pilot will crash will earn more than the extra money which can be paid him.

is an engine expert in the employ of the Wright Aeronautical Corp., who also has been lent to the expedition to attend to the Wright Wheland engine which are installed in the three-engine Fokker plane. Kinnel understands the Wright engine very thoroughly.

The weather bureau has assigned to the Byrd Arctic expedition as meteorologist, William C. Hansen. This is a very important post, as the flight plans will be based on weather predictions obtained at Spitzbergen, where the expedition will establish a base, preparatory to flights in the polar regions.

Mr. Hansen will have the supervision of all other meteorological sections and these reports will be received daily by radio.

Plans for Arctic Flight

History established a base at King's Bay, Spitzbergen, Commander Byrd hopes to be able to start flying by about May 25. His tentative plans call for six flights, which will be as follows:

1. A 400-mile flight from Spitzbergen to Peary Land to refuel oil, provisions and equipment at a place that looks promising enough for a landing.
 2. A 400-mile flight back to Spitzbergen.
 3. A second 400-mile flight from Spitzbergen to Peary Land with fuel, food and equipment.
 4. An 800-mile flight to and around the Pole and back to Peary Land base.
 5. An 800-mile round-trip flight to the Northwest, over the unexplored area to south of new lands.
 6. A 400-mile flight from the Peary Land base back to Spitzbergen.
- If everything worked out perfectly none would be attempted.

The Discovery of New Land

The discovery of new land would be possible in three of the six flights. The route from Spitzbergen to Peary Land has over unexplored area. The trip from Peary Land to the Pole is over a waste of unexplored area which lies between Fokker's dash to the Pole and the route of Amundsen's flight of last year. The 800-mile round-trip flight over the solid unexplored area whose great ice cliffs have hitherto proved impassable to men with ships or men with dog teams. On these trips Byrd will be accompanied by the pilot and meteorologist, Floyd Bennett, who is an experienced Arctic flyer. Byrd gave his first credit last year for four days of flying more than 2,000 miles in the Arctic.

The Curtiss Condor has a record volume of flight and will be used mainly in Fokker's heavier field on Spitzbergen, so

that if the fliers find there some landing place round with for they may go elsewhere. If the Fokker met with an accident between Spitzbergen and Peary Land the Condor would go to its rescue.

The first flight probably will make or break the expedition. On the first Commander Byrd from the air will have to look for a landing field in a country where no landing fields are known to exist. From Fokker's descriptions of Peary Land, it is believed that enough unexplored stretches, outside for landing, will be found, but the flier will have no way back to returning from the air the availability of the shore landscape beneath him for landing. If he finds a good landing field and makes the first flight successfully, the chances of the expedition accomplishing all its objectives will be considerably increased.

If a good base is discovered on Peary Land, all the expeditions flights of the expedition may be made from it. Thus flights probably would be round trips from the Peary base. Byrd might attempt to descend near the Pole. If so landing place as such he will drop a flag from the plane. In any case, the establishment of a good base on Peary Land is the key to the expedition.

Equipment

The expedition is completely equipped with instruments and all types of Arctic land equipment, such as sleds, etc. Among the most interesting items as the expedition is, very naturally, the radio apparatus. While the U.S. Charter is fully equipped with all the necessary apparatus, which can, if desired, be taken ashore and used in connection with the reporting of the progress of the expedition, there has been designed a special set for firing into the invisible land. The entire set, exclusive of batteries, is installed within an aluminum case measuring approximately 15 in. by 9 in. by 9 in. and weighs but ten or so pounds. It includes not only a complete two-line signaling set but also a single power line transmitter. Another interesting piece of equipment being taken on the expedition is a heavy kite which will be employed as a distance signal if the need should arise, and, furthermore, the kite will serve the purpose of raising the radio aerial should a landing become necessary upon the open sea. In any case, it is planned to land at the North Pole at it at all possible. If a landing is made and the exact Pole, as well as it is possible to determine, is some ten or twenty miles away, the plane would be left temporarily and the additional distance covered on foot.

The Charter will arrive in Spitzbergen somewhere around May 1, and until then there will be no valuable news of any sort additional to the actual expedition.

Progress of the Detroit Arctic Expedition

Captain Wilkins Explores North and Flies Nearer Pole Than Anyone Has Flown Before.

LEAVING DURING the second week in February, the Detroit Arctic Expedition was the first of the four expeditions planning to traverse the route of the Arctic this year, to get under way. The expedition, under the leadership of Capt. George Wilkins, and with Lieut. Carl R. Wilkins as chief pilot and accompanied by Maj. Thomas D. Langhorne, formerly of the First Pursuit Group, Army Air Service, left Sweden by rail for Fairbanks, a distance of about 500 miles and three men were to meet the two planes in which the flying over the Arctic is being done. One of these planes is a Fokker single-engine monoplane and the other a Fokker bi-engine plane of the same type as that to be used by Commander Byrd. Another interesting piece of equipment taken by the expedition, in addition to the snow motor which were obtained to transport supplies over the ice between Fairbanks and Point Barrow, is the three-man pneumatic collapsible boat, which while weighing by 250 lb. can, when inflated, support as the water a weight of 500 or 600 lb. with ease and safety.

To Find Inaccessible Pole

As announced at the time when the Detroit Expedition was in the stages of preparation, it is the primary purpose of the undertaking to locate the "Pole of Relative Inaccessibility," which is described as that point actually farthest from any navigable waters—the virtual center of any so-called continent which may exist in these regions.

Going to some trouble during the early stages of the undertaking, there has been some delay in the progress of the expedition. In the first place, difficulties "happened" with the "Detroit," the three-engine Fokker and the "Albatross" the single-engine plane, which could not be repaired upon the preliminary tests. The accidents, however, were minor and both planes have been put into first class condition again. The plan of the expedition is to establish a flying base at Point Barrow and from there undertake the flights into the

Arctic. Provisions and supplies are being transported from Fairbanks to Point Barrow by both plane and by sled, using the snow motor to pull the sleds.

Supplies were started from Fairbanks, 50 miles West of Fairbanks on Feb. 13, with ten sleds drawn by two snow motors, the train being in charge of Alexander Mielgren Smith. The two trains down Feb. 25 at Fairbanks, 10 miles from Fairbanks, and Smith started to Alaska's ice-bound mainland of transportation, dog and sled. With 40 dogs he was last reported over the top of Brooks Range and on his way to Point Barrow, 250 miles distant over the gentle Arctic slope of the Northwest corner of the continent.

Failure of Snow Motors

The snow motors failed, it is said, because the soft snow trail was filled with drifts, and was only wide enough for a 30 in. drift, whereas the snow motor was 50 in. wide. Captain Wilkins and Lieutenant Langhorne left Fairbanks in the airplane Albatross on March 10, for Point Barrow, a flight of 500 miles, carrying 3,000 lb. of supplies. Reaching Point Barrow, the fliers set out again in a northerly direction without landing and, while no word was heard from them for a space of time, (misleading reports of their being lost in camp caused) the Albatross returned to Fairbanks on April 7, having proceeded farther North than any known being in recorded as having gone in this particular region. The explanation was made out to the flight from Fairbanks to Point Barrow. Reaching the northern coast of Alaska with one and with fuel to spare, Captain Wilkins decided to fly some flying from the ice before landing at Point Barrow. He flew 310 miles to the North. Twenty miles from North of Point Barrow, Wilkins passed over the point reached by Stephenson in the winter Kurik in 1911. They kept on flying twenty miles farther and then turned back and landed at Point Barrow. Although the airplane only penetrated the unknown coast for 70 miles, the flier were able to see



A new Detroit day loader. The Detroit day loader, a plant of all metal construction.



The Fokker three-engine plane, Detroit, at Fairbanks, Alaska. The engine on the left is a Wright Wheland and the Curtiss Condor motor. The center of the engine is extremely interesting.

30 miles further and sighted no land. Then they drove a path 10 miles wide and 100 miles long into the unexplored Arctic. They then covered an area of about 5,000 sq. miles of the unexplored portion of the Arctic region. Further more, this flight took Wilkes 200 miles further North than any plane had ever gone before. He flew at a 7,000 ft. altitude.

Captain Wilkes may have actually covered considerably more than 5,000 sq. miles from this unexplored area. Flying at an altitude of 7,000 ft., he ought, with perfect visibility, see a distance of 75 miles in all directions, which would have enabled him to explore 10,000 sq. miles by eye during the two months of his flight beyond the South boundary of the unknown region. It is considered possible that his view was limited by fog conditions, whether the fog existed there or not.

Engine Functioned Well

The flight settled all doubt as to the ability of an engine motor in service in Arctic regions. The engine worked so perfectly that Wilkes and Estlin changed their plans and made the first circumnavigation of the western edge of the unexplored area. Some students of the subject had

concluded the necessary gasoline supply in flights between Fairbanks and Point Barrow.

Features Plan

If the "Pole of Immortality" is reached Wilkes would turn at right angles to the direction of Spitzbergen, fly 500 miles and then turn back to Point Barrow. The proposed flight would cover between 1,000 and 2,000 miles. The estimated cruising radius of the three engine plane is 2,500 miles.

The second flight would be 500 miles to the East of North, followed by a right-angle turn to the Southeast for 200 miles and then back to Point Barrow.

The third proposed flight is from Point Barrow to Spitzbergen, a distance of about 1,800 miles. The engine is planned to pass 500 miles toward the Greenland side of the North Pole.

On April 10 Wilkes and Estlin made a second flight from Fairbanks in the Alaskan. The purpose of this flight was to watch for the dog sledging party reported in detention near Fairbanks and Point Barrow. The plane, this time, carried a load rather than the crew of 4,300 lb. weight of it needed. Supplies were taken for the sledging party, with it. A shipper from whom the party had been a contract



A Diagrams Layed Out Showing the Coming Down of the Arctic Region This Season

argued that Wilkes would have constant engine trouble in attempting to fly in the Arctic so early in the year. As a matter of fact, Wilkes had planned to make his major flights this month, while the Arctic was thoroughly imbued and consequently free from fog. He anticipated encountering trouble from fog if his flights were delayed beyond April. In flying to 73 deg. 30' north, Wilkes came within 10 deg. of the "Pole of Immortality." The "Pole of Immortality" was planned by Spitzbergen at 53 deg. 30' north by 160 deg. West.

The objective of the first major flight of the expedition will be the "Pole of Immortality," which is about 500 miles from Point Barrow in a direction a little to the West of North. The date for this flight depends on the time it takes Wilkes to

ascertain the necessary gasoline supply in flights between Fairbanks and Point Barrow.

Polar Plane to Take Mail

A C. R. R. plane has received 200 letters addressed by the officers in themselves to be sent by way of the North Pole in the flying expedition of Commander Richard E. Byrd. Mr. Rouse delivered the mail to Commander Byrd at Brooklyn Navy Yard on Monday, April 6, prior to the start for Spitzbergen.

The letters bear the special air mail stamp recently issued and are enclosed in distinctive envelopes. They will be dropped at Spitzbergen with a special Norwegian stamp. Capt. George H. Wilkins, commanding the De Witt Arctik expedition, already in Alaska, carries a similar number of letters.

American Commercial Flying

10,000,000 Mile Record of Commercial Flying During 1925 Draining Near.

THE ADDITIONAL reports, received during the week, of mileage of commercial pilots, total 591,276 miles and adding this figure to the grand total brings the figure to 5,955,225 miles.

It will be realized, of course, that in many cases the reports sent in by operators of commercial aircraft include the mileage covered during the year by more than one pilot, even though they may appear under a single name. As the individual pilots themselves have generally sent in their own report of mileage, every endeavor has been made to avoid, as far as possible, duplication and overcounting of reports in a month of this and such a contingency has been avoided whenever possible by a careful examination of the original reports.

The reports received during the past week follow:

State	Miles	Total
ALABAMA	5,000	5,000
ALASKA	12,000	12,000
ARIZONA	1,000	1,000
CALIFORNIA	12,000	12,000
COLORADO	1,000	1,000
CONNECTICUT	1,000	1,000
DELAWARE	1,000	1,000
FLORIDA	1,000	1,000
GEORGIA	1,000	1,000
ILLINOIS	1,000	1,000
INDIANA	1,000	1,000
KANSAS	1,000	1,000
KENTUCKY	1,000	1,000
LOUISIANA	1,000	1,000
MAINE	1,000	1,000
MARYLAND	1,000	1,000
MASSACHUSETTS	1,000	1,000
MICHIGAN	1,000	1,000
MINNESOTA	1,000	1,000
MISSISSIPPI	1,000	1,000
MISSOURI	1,000	1,000
MONTANA	1,000	1,000
NEBRASKA	1,000	1,000
NEVADA	1,000	1,000
NEW HAMPSHIRE	1,000	1,000
NEW JERSEY	1,000	1,000
NEW YORK	1,000	1,000
NORTH CAROLINA	1,000	1,000
NORTH DAKOTA	1,000	1,000
OHIO	1,000	1,000
OKLAHOMA	1,000	1,000
OREGON	1,000	1,000
PENNSYLVANIA	1,000	1,000
RHODE ISLAND	1,000	1,000
SOUTH CAROLINA	1,000	1,000
TENNESSEE	1,000	1,000
TEXAS	1,000	1,000
VIRGINIA	1,000	1,000
WASHINGTON	1,000	1,000
WEST VIRGINIA	1,000	1,000
WISCONSIN	1,000	1,000
WYOMING	1,000	1,000

The Sweeney Aviation School

The Sweeney Aviation School was founded by Mr. Sweeney in November of 1925 and, since then, many students

have been trained in pilot. As an example of the school's record, many of the students are represented in the student body.



Students of the Sweeney Aviation School. Many more students have been added since this picture was taken.

Traveling By Air in Colombia

A Business Man Describes His First Flying Experience and Explains How Air Transportation Proved Indispensable in Carrying Out His Business.

By M. M. ZIMMERMAN

Export Manager, Schmidt Railway Motor Car Co.

I HAD NEVER appreciated the business value of the air plane until I was compelled to use one in Colombia, South America. After I had flown to see for ten months long Congo to Puerto Berrio, two towns on the Magdalena River, separated by a distance which would have taken me over a week to cover had I used the regular means of mass transportation, I was thoroughly sold on flying and, thereafter, used the commercial plane on my business travels through Colombia where there is a well equipped flying system.

Last November business compelled me to take a trip to the cities of Medellin and Bogota, situated in the interior of Colombia, and I am sure the reader, who is not familiar with the value of the airplane as a means of commercial transportation, will be interested to learn just what I had to encounter in order to reach these cities and how, by luck, I am able to cut down the time of my trip by from 4 to 6 weeks, besides illustrating, to a great extent, all the discomforts that are encountered while in crossing through a tropical country where transportation is still more or less primitive, and where a trip on the railway requires a short haul and a change of stations.

Geography

Colombia is divided by three long parallel mountain ranges of great height with a total population of about 1,000,000 people. It is bounded on the North by the Caribbean Sea and on the West by the Pacific Ocean. From east

to the equator, the climate in the valley is extremely hot and, therefore, the great bulk of the population is located in the high plateau, several thousand miles from the coast, where a cool and healthy climate is enjoyed. The most serious of communications and the great bulk of the commerce of the country, is conducted through the Magdalena River, the only possible route way of any size in the country. The regular means of communication between the interior and the exterior is by the river steamer, a long and tedious trip, beset with many inconveniences and hardships. While Colombia has, indeed, in the past 5 years, set up a well equipped system of air transportation developed by the British, a German organization supported by the Colombian Government, nevertheless, I did not have enough confidence in this transportation as yet to cross country any part of my trip by plane and I was actually compelled to fly, therefore, took the regular river steamer, leaving Barranquilla to travel to Puerto Berrio, a distance of about 300 miles up the river, and figured that I would travel, at the most, for about 7 days. From there I came to take a train which would bring me up into the cool climate at Medellin, located high up in the mountains at an altitude of 5000 ft.

I actually cut my trip 100 miles the dry season had set in and, instead of reaching Puerto Berrio in 7 days as I had planned, I found, after a few days of travel, that the river was in dry season and that progress would be very uncertain with no refuge but long it would take us to reach our destination, but it does not mean much to me and would not have,



One of the Scotch engineers preparing to leave for inland trip along the Magdalena River.

traveling from 2 to 3 m.p.h. In some stretches of the river the water was so shallow and the maneuvering so difficult that we would make from 15 to 20 miles per day. At other places we would be anchored for a whole day and might try to get a small boat or perhaps a sandy bank cleared to get a side deeper water so that we could continue our journey. The best was an island that, even with two men knowing its location, it was impossible to reach inside for more than 2, 3 or 4 miles. The days were long, hot and almost unbearable, with very little sign of life, except when we passed a village or observed smoking a native against either fishing from shore or peeping up the stream, along the river bank. To add to our discomfort, we were traveling on a small launch boat. During the hottest part of the day, the engine would stop and stay along the river bank to replenish the supply of water which would be used for cooling the engine for 2 or 3 hours. While the nights brought relief from the heat, we had to fight all sorts of pests, mosquitoes, flies, mites, and at times they came so much worse that we had to stop in the middle of our dinner because it was impossible to hold our food.

A Week's Delay by Boat

Fifteen miles from Puerto Berrio we struck the small tributaries part of the river, a series of small creeks where the river is unusually wide and, during the dry season, the water had broken up into many shallow channels. These channels are not deep enough for the river boats to pass and they must wait for one of these channels to become a full passage. Sometimes it takes a week or two and is no longer. It is really a matter of luck. Further progress was impossible and we found we had with us, in company, fifteen other men, all equipped, having and waiting for a channel to deepen and clear us all to pass.

Relief Comes by Air

During the early days of our journey, when we were just no more in for a long and uncertain trip, one of our fellow passengers went to the manager of the hotel at Puerto Berrio, mentioned first, about our predicament and asked him if he could send down a motor launch to pick us up along the river. As it was impossible to get replies to him, we did not know what results we could expect. The help would have the second day of our arrival and instead of the help brought us relief, for, at about eleven in the morning we saw one of the river launchers gracefully float toward us. About a half mile from our boat it landed on the western end of the island, where we were, there was the manager of the hotel, who ordered as they had made arrangements to take us all the boat that very dry and and we would be in Puerto Berrio by 6 o'clock.

To Fly or Not to Fly?

I must confess that I was a bit hard about taking the flight because I had seen before then in a plane and, while I was of the belief of flying and had somewhat of a plan, nevertheless, I had not expected to use this means of transportation. Furthermore, in fact, leaving New York, I had taken out substantial insurance and my policy required that, during the first year of my policy, no one could fly in an airplane without without without. However, the thought of getting off that river, where we had spent 10 of the most miserable days of my life, and the thought of the release from the boat, together with the insurance, the money, and what not, and the terrible heat which we could not cut, made us forget any apparent danger that might be involved in our means of the plane. All we knew, then, was that we would be in Puerto Berrio, where we could embark the following morning for Medellin and, once there, we could again enjoy the benefits of a fine healthy and beautiful climate. We also knew that, we stayed in the boat, it would mean at least another week, and possibly two, waiting for the channel to deepen to allow our boat to pass through. In fact, we were so happy over the thought that we would be in Medellin at another day, that we forgot our timidity and fear and, as planned, at 6 o'clock in the after-

noon, we were in Puerto Berrio. The plane made two trips, each within 30 minutes of the other, and carried four passengers on each trip to Puerto Berrio.

I was up in the plane only a few minutes, flying over a wide panorama of river and jungle, taking in sight I had never before as land as sea, when I realized I had missed much in overlooking this means of transportation. I realized the relief and the pleasure. Here suddenly they presented the plane. I really forgot the thought that I ever possessed any fear about riding through the air. I concluded then and there that on future travel, when in Colombia, would be by plane only. I found, to my surprise, that it was just as



M. M. Zimmerman just prior to his departure at the Scotch plane from Medellin.

comfortable as sitting in a hotel automobile. I concluded on my previous opinion and, as we traveled on, I cut three or four miles of the journey, and I was disappointed when we landed shortly thereafter.

The next day I started out for Medellin and, that night, I was sleeping comfortably in a first class hotel. I was anxious to leave early in the morning, so I was in Puerto Berrio and, just one day after our arrival in Medellin, the last day of our journey to Puerto Berrio. It was hard to believe that the journey of two or three days by plane could be so much of discomfort on the river.

After returning to Madrid two weeks I made plans to leave for Segovia. To me the river boat would mean 7 to 10 days of hardship and uncertainty. I was not keen to go through the previous experience. Therefore, I booked passage with the Florida company to fly from Puerto Barrios to Guatemala, a distance of over 200 miles. I left at 5:30 on the afternoon of a Monday and arrived at Guatemala the same day at 4 p. m. Of course, it was a very pleasant trip. We had in some cases of the high mountains of the Andean range, which necessitated flying as high as 2000 ft. above the river. This was another striking experience—in being able to look below and see this picture image of mountains with the river that looked like a narrow strip of ribbon, and the higher up we went the wider it felt.

I enjoyed this trip even more than my first because I was not in the air for nearly two and a half hours and had a real opportunity to study the topography of the Magdalena Valley. Traveling with me were two other passengers, one an official of one of the large oil companies who was among the passengers regularly to bring him up and down the country from the coast to the oil fields. The other, a woman flying from Barranquilla to Bogotá to join her husband, who making her first flight as a pilot and the felt just as comfortable and seemed to enjoy the trip as much as I did. In fact, she remarked that she would rather fly, no, let me mention at what danger may be involved, than to see the river again. I felt that the best lesson to teach about. The thought of making all ten hours of the river boat was enough incentive for her to see the place, particularly when she was going to see it in 15 to 25 days of intense travel. At the close of an ash in the city, we landed, walked, and sat just as well and comfortable as if we were sitting on the beach of a seaside hotel in summer. We arrived on schedule time at 4 o'clock and the next morning we embarked for Segovia.

After returning to Segovia for three weeks, I planned my return to New York. I found that all the regular weekly schedule planes were booked up for the next three or four weeks and it was impossible to obtain an immediate departure. While in the office of the Florida company, I met a Cuban traveler who was also very anxious to return, so we booked a special plane which would carry us down to Santa Marta, on the coast.

Twenty Day Journey in 7 Hours

We left Guatemala on Sunday morning at 4:25 and at 4 p. m. we landed in Santa Marta, having covered a distance of about 750 miles in less than 7 hours on several flying. We made several stops on the way, to replenish our fuel supply, the first being Puerto Berrio where we had breakfast and also took a brief halt to take us over the rest of the journey, so there are no places along the river where we could obtain good food. If I had used the regular river steamer it would have taken from 15 to 25 days to reach Santa Marta. During the time the trip is negligible this trip could be made by express boat within ten days.

In any case, then, that I am so enthusiastic about our travel for the business men? By using the plane, I not only cut down the length of my trip considerably but was able to reduce my expense to some extent and, at the same time, conserve my health and money by avoiding the frequent heat, mosquitoes, etc. Above all, the sensation of the flight is one of the most interesting experiences of my whole trip. Friends, who have while I relate the details of this flight, are amazed and rejoice in I picture the beautiful pictures of clouds, people, mountains, forest and river that I enjoyed with the utmost comfort and security as if I were traveling on one of the best Pullman coaches on our coast-lined coast.

P. W. Litchfield—President of Goodyear Tire and Rubber Co.

Of considerable interest in automotive circles is the recent announcement of the election of P. W. Litchfield, general manager of Goodyear Tire & Rubber Company, of Akron, Ohio.



Paul W. Litchfield

Mr. Litchfield, last year, completed 25 years of service as an officer in the Goodyear organization and was first vice-president and factory manager of The Goodyear Tire & Rubber Company, and first vice-president and general manager of its subsidiary, the Goodyear-Saginaw Corporation at the time of his election to the presidency of the company.

For the past 15 years he has been a close student of automotive development, and the first Goodyear automobile product was constructed under his direction. Since that time he has seen more than 900 balloons and 50 airplanes built for commercial and army and navy uses by his company.

In 1918-19, Mr. Litchfield was a member of the naval commission as European airplane, rubber bring contracted in England, France and Germany, and he was active in the negotiations which brought the Zeppelin patent and operating rights to the United States.

He is the donor of the Litchfield trophy awarded for in the annual National Balloon Race.

Mr. Litchfield came to the Goodyear company when it was less than a year and a half old, and supervised the construction of Goodyear's first automobile tire. On the day of his election the \$5,800,000 automobile tire built by Goodyear was turned out—the largest production made by one rubber company, and by far the largest production under the direction of any single man.

The new Goodyear president was born in Boston on July 25, 1872 and was graduated from Massachusetts Institute of Technology in 1896, joining Goodyear four years later.

Huff Daland Changes Name

According to an announcement made by Thomas H. Huff, president of the Huff Daland & Company, Inc., the name of the firm has been officially changed to Huff Daland Airplanes, Inc., of Bristol, Pa.

Sikorsky Sales

The Sikorsky Manufacturing Corp. recently closed a contract with the Aircraft Corp. of America for a number of twin-engine amphibious planes. The Aircraft Corp. of America intends to act as selling agents for these planes and also for a small two motor land machine for individual needs and commercial operations.

The corporation also recently sold one large twin passenger three-engine all-weather plane to "The Argonauts Inc." who will operate it for aerial transportation.

AIR MEET

JUNE 4-5-6

FLINT

MICHIGAN

PRIZE MONEY

Will be paid prior to noon June 7, 1935

SPEED RACES

FLY TO FLINT RACE

DEAD STICK TEST

PONY EXPRESS RACE

Entries close May 1st

Free gasoline and oil to participants

FREE

OPEN TO PUBLIC - NO GATE ADMISSION

MANUFACTURERS

Inside exhibition space adequately policed will be furnished guns to manufacturers of airplane motors, parts, instruments and accessories. Reservations must be made prior to May 15th.

ADDRESS INQUIRIES

TO

FLINT AERO ASSOCIATION

CHAMBER OF COMMERCE

FLINT, MICHIGAN

FLY TO FLINT

Bending Moments Obtained Analytically

An Accurate Analytical Method of Determining the Allowable Stress in Uniform Section Structural Members.

By JOSEPH S. NEWELL,
Structure Branch, Aeronautics Section, McCook Field, Dayton, O.

IN THE lines of drawings for Feb. 22, there is given a method* for obtaining the location of the points of inflection in any span of a continuous beam of uniform material, subjected to constant end and transverse loads. As a result of the graphical construction employed, a curve of bending moments for the entire span is obtained, the points of inflection being marked at the points where the curve crosses the horizontal axis. This curve is then employed by the engineer in the construction of the original drawings to be used in design, and, therefore, described in my scaled notes, so that the precision of the resulting maximum bending moment between the supports and between the points of inflection depends upon the accuracy of the graphical construction and the precision of the original drawings. The original notes, with the drawing, the precision of the results will suffice for the purposes of design, but careful drafting takes time.

An Accurate Analytical Method

The method which follows is partly analytical and requires about the same time to obtain a complete solution as would otherwise be involved in computing the constants for the graphical method and cutting and assembling the paper. If a computing machine be available a much higher degree of precision is obtainable but with an ordinary ten-foot slide rule the results of this analytical method will be comparable to those of the graphical.

Starting from the same point as Mr. Wether, the man, having missed the points over the supports by one of the three strongest supports, which provided far enhanced axial and lateral loads, the location of the section of maximum moment is obtained approximately. If, instead of the usual symmetrical "Bentley Method," upon which Mr. Wether has based his cracked section, the so-called "prism" method, now employed by the Army and Navy Air Services be used, the section of maximum moment is a trifle from the left support of the box in question, where it is found from

$$\frac{I_0}{\text{Date—}} \quad (1)$$

Aircraft Corporation of America Announces —

AVIATION CORPORATION OF AMERICA

109 West 57th Street, New York City

Telephones: Circle 6406 and 6387.

THE FOUR-PLACE "AIRCOR" AMPHIBIAN.

Manufactured by the Sikorsky Mfg. Corp.



SPECIFICATIONS AND PERFORMANCES

(Performances given are with full load of 1000 pounds.)

Span	48 ft.	Load per square foot	8.87 lb.
Length overall	28 ft.	Load per h. p.	13.75 lb.
Height on wheels	9 ft.	Load factor	5. lbs.
Area of plane	352 sq. ft.	High speed	100 m. p. h.
Weight empty	2300 lbs.	Landing gear	below 40 m. p. h.
Normal useful load	1000 lbs.	Climb at ground	600 ft. per min.
(Pilot, 3 passengers, 4 hours' fuel)		Ceiling	10,000 feet
Power	240 h.p.	Gliding angle	one to nine
(2 air-cooled engines, 120 h.p. each)		Cruising speed on 1 motor	70 m. p. h.

Equipped with an extremely simple and efficient retractable landing gear.

The "AIRCOR" AMPHIBIAN has been specially designed by Mr. Eric Bach, after careful consultation of the results of over two years of intensive development in actual flying tests of this type by Lieutenant George R. Paul, U.S.N.R., who is in charge of the inspection of the manufacture and test of all "AIRCOR" Amphibians.

THE SUPER-SPORT SIKORSKY MESSENGER.

Equipped with 120 h.p. Super-Rhone Engine.



SPECIFICATIONS AND PERFORMANCES

(Performances given are with full load of 550 pounds.)

Span	32 ft.	Load per sq. ft.	8.5 lb.
Overall length	18 ft.	Load per h. p.	12.9 lb.
Height	7 ft.	Load factor	8.5 lb.
Area of plane	182 sq. ft.	High speed	130 m. p. h.
Weight empty	1,000 lbs.	Landing speed	below 40 m. p. h.
Normal useful load	550 lbs.	Climb at ground	1000 ft. per min.
(Pilot, 1 passenger, 3 hours' fuel)		Ceiling	12,000 feet
Power (air-cooled engine)	120 h. p.	Gliding angle	one to thirteen

Price \$4,300 f. o. b. Long Island factory

IMPORTANT: Purchasers are supplied with indemnity bonds, issued by

a responsible company, guaranteeing performance and delivery of ships

Out-of-town AIRCOR Agencies: Gimbel Bros., Philadelphia, Pa.; Milwaukee, Wis. — Kaufman & Saar, Pittsburgh, Pa.

EARLY DELIVERIES — CATALOGUE ON APPLICATION — DEALERS' TERRITORY OPEN

The Little Rock Air Meet

National Balloon Race to Mark the Holding of Two Day Air Meet in Southeastern City.

THE HOLDING of the National Balloon Race from Little Rock, Ark., on April 29, has occasioned the organization of an elaborate air meet in this southeastern city, on April 29 and 30. A display of commercial and military airplanes will be one of the features of the meet which, to judge by the program which has been drawn up and the interest which centers in the location of the meet itself, should turn out to be one of the most successful air meets which has ever been held. The program, apart from including the inspection of the balloons which are to leave in the race for the Littlefield Trophy, will feature exhibitions of combat and formation flying and parachute jumping, commercial airplane races, a National Guard race and demonstrations of the methods of outfitting and crewing during by means of airplanes.

Little Rock was extremely fortunate in being able to acquire, at small cost, the fine equipment of the Government Air Intermediate Depot, located there during the World War and, with this vital advantage, now has one of the best equipped airports in the country. The field is situated within a ten minute drive of the center of the city and is, therefore, already located close to the standpoint of commercial convenience. Complete hangars and quarters are available on the field and there is already considerable flying activity to be seen, there being almost 100 privately owned airplanes in the State of Arkansas.

All commercial and private pilots are welcomed to Little Rock at all times and especially on April 29 and 30, in order to participate in the exhibition and races. The tentative program is as follows:

Thursday, April 29

- PROGRAM.**
1—Exhibition of all types—military and commercial planes (All Day)
2—10:40 Parachute jumps, airplane stunts, participated in by some of the best pilots in the country.

3—Demonstration of various diving airplanes, etc.

AFTERNOON

- 1—Parachute jumps and stunt flying.
2—Demonstration of combat flying, group formation.
3—Start of the National Balloon Race (about 2:30 o'clock).

(The winners of this race to compare the American Team for the International Balloon Race to be held in Belgium, May 30, 1926.)

Friday, April 30

MORNING

- 1—Exhibition of airplanes, modern and commercial. (All Day)
2—Stunt flying, parachute jumping, demonstrations, etc.
3—10:30 National Guard airplane races.

(These races will be limited to National Guard planes and pilots. Each squadron will participate with three planes, making a total of twelve planes for the race.)

AFTERNOON

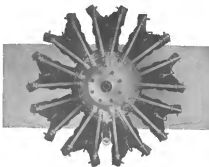
- 1—Stunt flying, parachute jumping, demonstrations, etc.
2—2:30 Commercial airplane races limited to planes with absolute cut to a speed 100 m.p.h.
3—4:30 Free-fall airplane race for all stunt planes and motors, both commercial and military.

Before the airplane race held on April 29, while the entries for the balloon race closed on April 30. The following companies are among those which have entered the business-like air events. **Adverson Aircraft Co., Anderson Aircraft Co., Ball-Norville Aircraft Co., Devin Aircraft Co., General Airways Service, Inc., Huff Island Aero Corp., Landon Standard Aircraft Corp., Robertson Aircraft Corp., Stevens Aircraft Corp., Swanton Airplane Mfg. Co., Winchell Mfg. Co., Travel Air Mfg. Co., Wright Commercial Corp., Washburn Engineering Co., Yule Aircraft Co.**



Little Rock Air Meet, and the airport is seen from an airplane approaching the city.

THE "WASP"



The "Wasp" marks a turning point in engine types for "fighting" planes. For the first time the dry weight of an air cooled engine compares favorably with that of the most efficient water cooled types. Its installed weight per horsepower is considerably less.

THE
PRATT & WHITNEY AIRCRAFT CO.
HARTFORD CONNECTICUT



LANDING FACILITIES

MUNICIPAL FIELD AND CONNECTICUT RIVER

ON AIRWAYS MAPS

When Writing to Advertisers, Please Mention AVIATION

Aviation in Mexico

(Brig. Gen. Ralph O'Neil, one of the best known American Army aviators recently arrived in New York, from Mexico where he has, for the last five years been Chief of the Department of Aviation. During the War he was one of the best personal pilots of the 347th Squadron, which in Central Turkey had built its strength. O'Neil finished with six aerial victories.)

In a letter to AVIATION, sent shortly before his arrival, he gave us a very interesting account of his work in Mexico. He wrote:

"Twelve months after the Armistice I made connections with the Mexican Government, and, in Sept., 1923, was appointed military Miguel Alemán, Chief of the Department of Aviation. At once, I had and lost the desire to prove my knowledge of aviation. I was at a house's end of airplane

for several days, a volume of 2000 Fokkers, after I had previously assisted them in taking a relay straightup by showing it with mandatory communication and bombs, from an altitude of 500 ft. After a few months, not a single relay had been made, though they had outnumbered the Fokkers by fifty per cent.

"I am afraid Mexico will never be progressive, though she will always be rich. The present power thinks that at a moment's notice they can spend a million dollars and again have a flying machine to save them. It is impossible that, with one or two well equipped, well organized, fighting squadrons, my equipment very commander can control the military destiny of Mexico. I don't mean by this that the technology and other ground forces can be suppressed, but I do mean that the balance of power is now less with the air force than it was in 1918, because usually, except by the air force, it was assumed to land competent military pilots who were made in less than six months, even with such intensive training as characterized the 44 RFC.

"Fearing that it was unlikely that I would ever organize a model air force in Mexico, (though Obregon had made me a Brigadier in the Regulares), and feeling an unhealthy pain in the present labor regime, I resigned my commission last December, to work, from afar, Little Kansas went to its beloved, revolutionary type."

New World Seaplane Records

The National Aeronautic Association has received notice from the Fédération Aéronautique Internationale that new world records for seaplanes and amphibians, established in accordance with F.A.I. regulations, have been recognized by that body, as follows:

CLASS C* (Seaplane)
With Highest Load of 100 Kilograms (220.46 lb.)
Duration 10 miles of duration
OFFICIAL No. 200 Kilograms
Léon George F. McHann (U.S.A.), Landing
Amphibian (C.A.), General Liberty 400 hp
at Hampton Roads Va. Jan. 22, 1926
170,077 h.p.
211,000 h.p.

CLASS D* (Amphibian)
With Highest Load of 100 Kilograms (220.46 lb.)
Duration 10 miles of duration
OFFICIAL No. 200 Kilograms
Léon George F. McHann (U.S.A.), Landing
Amphibian (C.A.), General Liberty 400 hp
at Hampton Roads Va. Jan. 22, 1926
170,077 h.p.
211,000 h.p.

CLASS E* (Seaplane)
With Highest Load of 100 Kilograms (220.46 lb.)
Duration 10 miles of duration
OFFICIAL No. 200 Kilograms
Léon George F. McHann (U.S.A.), Landing
Amphibian (C.A.), General Liberty 400 hp
at Hampton Roads Va. Jan. 22, 1926
170,077 h.p.
211,000 h.p.

CLASS F* (Seaplane)
With Highest Load of 100 Kilograms (220.46 lb.)
Duration 10 miles of duration
OFFICIAL No. 200 Kilograms
Léon George F. McHann (U.S.A.), Landing
Amphibian (C.A.), General Liberty 400 hp
at Hampton Roads Va. Jan. 22, 1926
170,077 h.p.
211,000 h.p.

CLASS G* (Seaplane)
With Highest Load of 100 Kilograms (220.46 lb.)
Duration 10 miles of duration
OFFICIAL No. 200 Kilograms
Léon George F. McHann (U.S.A.), Landing
Amphibian (C.A.), General Liberty 400 hp
at Hampton Roads Va. Jan. 22, 1926
170,077 h.p.
211,000 h.p.

CLASS H* (Seaplane)
With Highest Load of 100 Kilograms (220.46 lb.)
Duration 10 miles of duration
OFFICIAL No. 200 Kilograms
Léon George F. McHann (U.S.A.), Landing
Amphibian (C.A.), General Liberty 400 hp
at Hampton Roads Va. Jan. 22, 1926
170,077 h.p.
211,000 h.p.

CLASS I* (Seaplane)
With Highest Load of 100 Kilograms (220.46 lb.)
Duration 10 miles of duration
OFFICIAL No. 200 Kilograms
Léon George F. McHann (U.S.A.), Landing
Amphibian (C.A.), General Liberty 400 hp
at Hampton Roads Va. Jan. 22, 1926
170,077 h.p.
211,000 h.p.

The League Aeronautic is being read by the Army Air Service and it will be recalled that it was in place of the type that the aviators flying carried out in the Arctic by the "Humboldt" expedition was made. The planes used were, at that time, loaned to the Navy for the purpose. The machine is equipped with the inverted Liberty engine.



SPECIFICATIONS FOR A GOODYEAR AIRPLANE TIRE



- 1—As big as it should be (to carry its burden easily and grow)
- 2—As light as it may be (to avoid superfluous weight and resistance)
- 3—As strong as it can be (to protect pilot, cargo, and ship)

OF course, the dimensions of a Goodyear Airplane Tire are determined by highly-skilled engineering, and consideration for the type and size of the plane.

And similarly, the weight of a Goodyear Airplane Tire is determined by its size and the duty to which it will be put.

But on that third point: Goodyear workers put something more into

an airplane tire than precise engineering. For here is an organization that has full faith in aviation. Here are men who give the very finest they have in materials and workmanship into any product for aerial service.

Goodyear Airplane Tires are offered by men who want pilots to have the very best. So are all other airplane parts—everything in rubber—made by Goodyear.

Aeronautic Department

THE GOODYEAR TIRE & RUBBER COMPANY, INC., AKRON, OHIO

GOODYEAR

AVIATION EQUIPMENT

Please Write to Advertisers, Please Mention AVIATION



Brig. Gen. Ralph O'Neil

and politics, in my making of acquaintance and even hatred. However, I had the backing of General Obregon, and after Cabinet Ministers, and I was urged to carry on. To relieve everyone's feelings, especially my own,—and so that they might put away their guns,—at the end of a year, I was made Federal Governor and a Mexican General put in command. I was forced to fill my time with meetings, talks, and lectures, so that at the end of three years we had only a partially improved ground school, a worse flying school, and less than a score of good pilots, whose military training was incomplete.

I was able, however, to make some good Mexican pilots. At the Central Experiment in Brazil, in 1922, one of these was flying in the streets of Rio de Janeiro, dropping wreaths at the unveiling of a monument in Mexico. And at little higher altitudes, over Rio and Buenos Aires, they did every conceivable stunt in the accepted Obregon style.

"To ease the tension under which I was, there was a revolution in 1923-24.

"I had neither the intention nor the desire to mix in it, but intrigue had me all by the throat. A veritable amount of pride, and the desire to add confusion to my intriguing career, caused me to join in the fray.

"Given a little knowledge and a grain of vanity, my Mexican will tell you that the airplanes defused the revolution. Never in the history of living men, and only once before in history, had a Government in Mexico withdrawn a revolution.

"I had a flying school of 200-40 for reconnaissance, bombing, and strafing. We flew in frontier states, or more than half the Republic of Mexico. The rebels were never off of our sight and we harassed them unmercifully, thus gaining President Obregon's almost daily accolades. We were fed,

AIRPORTS AND AIRWAYS

Chicago News

By One Kilo

After a most beautiful beginning of spring and the promise of many hours of flying this month, Chicago finds itself in the midst of one of the worst snow storms that has hit the city in years. Traffic was practically paralyzed for several days and all airlines flying at a standstill. The Air Mail, however, seemed to come through with extraordinary regularity, and on the worst day of the snow storm Elmer Furber reported having won the Cleveland Mail race in a flying afternoon when the snow came down so thick that one could not see beyond half a block. The DHF was breaking down at the rate of more than a hundred miles an hour with no control except straight north into a dense fog. The good deeds of the Air Mail are seldom blessed with publicity, and those who have heard about the flight of the DHF there mentioned, have all expressed their appreciation of the splendid service, and given due credit to a pilot who is capable of going safely through a snow storm such as hit the middle west last week.

Michael M. Reiser has told his Carver to J. J. Baker of Bensenville, Ill. Reiser has also bought a Mohel A. Hiss from the North American Co. and is now busy installing it in his special 5 place Standard.

The Yankee Aircraft Co. has purchased several Army J-1s from the Air Mail.

U. S. Air Force Association Active

The U. S. Air Force Association whose headquarters are in Washington, D.C., is conducting an active campaign in favor

of a single Air Force. Capt. E. V. Reinholdt is a Subcom Chairman of the Association. J. Edwards Condy is the Treasurer General, Charles B. Palmer is the Asst. Division General, La. F. A. Schuman is Asst. National Secretary and Otto M. Schuman is the Asst. Secretary.

"Membership in the Association is open to any person interested in the proper development of Aviation as one of the most important elements in the National Defense."

The Association stands squarely on the policy recommended by the American Aviation Union, the Federal Aircraft Committee of the House of Representatives and Col. William Mitchell, which provides for the construction of all government aviation activities into a single Air Force, as has been done by practically all other countries in the world.

"There are NO fees or dues in connection with membership in the Association."

Post cards are being sent out to a large list of people asking them to register in favor of a Unified Air Force under a Department of National Defense with the Army, Navy and Air Force as equal. During the first month of the campaign, for membership about 1000 members joined the Association and registration cards are still coming in at a rapid rate.

More Cotton Dyeing

Increased commercial use, during the coming season, of airplanes for dyeing cotton with hot water power was predicted by Dr. R. O. Howard, chief of the Bureau of Entomology of the Department of Agriculture.

According to Dr. Howard, the cotton accounts for the dyeing in better distribution by airplane than by ground use.

industry and loss of the power is required. The method has proved practical for dyeing and cottons are that it will be used more and more. By having the dyeing done by commercial airplanes, farmers are saved from buying machinery for dyeing themselves.

Vancouver, Wash.

By J. G. Lough

The splendid spring weather of March brought new life to Portman maneuver field at Vancouver. This field is situated on the North bank of the picturesque Columbia River, adjacent to Portman Army Reserve Field on the East. There is no fence between the two fields and aircraft are on both taking off and landing. The field is owned by the good citizens of Vancouver, through the Chamber of Commerce. More it is for the convenience of the business men of Vancouver the commercial operators of the airport would be in every way, since the use of Portman Army Reserve Field has been devoted to all commercial operations as far as leaving their planes on the field is concerned. The courtesy of taking off and landing on the Army Field is extended to all commercial planes in exchange for the provision of Army planes using the commercial field. The field is the airport to Portland, Ore., being nine miles from the center of Portland and, in fact, is the only aviation field within fifty miles of Portland.

Pilot Claude Ryan, president of the Ryan Airline, Inc., of San Diego, Cal., saw one of his new airplanes up from Los Angeles a few days ago on several days, before we had as a passenger Yarn C. Smith, who was the controller for the Pacific coast Air Mail line. Mr. Campbell accompanied them to meet Mr. Good. The trip was made in the form of a golfing game over the proposed Air Mail.

The B-15 airplane certainly made a great hit with every one on the section of the Northwest. It performed more like a helicopter than a airplane. To prove the strength of the sturdy little machine, Ryan jumped it and landed rolled 2 several times and fired to open it but it would not open. In two runs between Ryan in his monoplane, powered with a Wright Wheland engine, and Lieut. Oakley D. Kelly of Fresno, Calif., Vancouver, flying a B-15 with a 400 hp. Liberty engine, the little monoplane had the best of the first run, which was around a bridge over the river. In the second run, which was a straightaway down the Columbia River from Clatskanie, Wash., a distance of about fifteen miles, the DHF came in about one half mile ahead of the monoplane. However, there is no doubt that the monoplane would come in the ahead of a DHF on a long race over water.

After speaking a few days at Portland and Vancouver, Mr. Ryan and Mr. Good went on to Seattle and then back down the coast. To San Diego the Air Mail service will start soon and will use the Ryan monoplane. Ships will be made at Vancouver, Wash., Oakland, Cal., San Francisco, Cal., Fresno, Cal., Berkeley, Cal., and Los Angeles.

Missing Air Mail Flies Found

The first of the planes of the Vercy are used the which from Elko, Idaho, is Howe and Pease, Wash., took off from Elko on schedule on April 6, but did not return. This night. The plane was piloted by Franklin Rose and was last seen near White River, 145 miles North of Elko. The country between Elko and Boise has few towns or roads, and there is a gap of about 500 miles in which there is not a telephone.

It appears that Rose landed somewhere south of Jordan Valley, in August Mountain, after being his way in a terrible storm. He landed safely on a green field, his plane unscathed, but deep and prevented his taking off again.

His sole landmark thirty miles is the ranch of Pease Hardware, Situated from there to Jordan Valley. He had plenty of gasoline, he reported, and it is now the field to take off for Boise early Thursday morning, April 8. Rose and Pease mounted on horses and cowboys in the mountains had around the stretches of mountains and rugged hills along the air mail route in northern Nevada and southern Idaho all day to find the missing plane.



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A detailed illustration of a Huff-Daland biplane in flight, viewed from a side-on perspective. The aircraft is a two-seater with a high-wing configuration. The fuselage is dark with "HUFF-DALAND" and "BOSTON" written on the side. The tail features a large circular fin with the number "149". To the left of the aircraft, a large, multi-cylinder radial engine is shown in detail, highlighting its complex design. The background is a light, cloudy sky.

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